Why Safe Routes to School Matters: Safety, Health & Transportation

SafeRoutes

Why Safe Routes to School Matters: Safety, Health & Transportation

SafeRoutes

Problems. Solutions.

Fewer kids are biking and walking. More parents are driving.

2001:
16% walked

1969:
42% walked

(CDC, 2005)


Parents driving their children to school account for 20%-25% of morning rush hour traffic.
(NHTSA 2003; Dept. of Environment)
SafeRoutes

The consequences of *this*...

...instead of *this* can be alarming.

Promoting safe walking and bicycling is an ideal strategy to increase physical activity.

Today's children may be the first generation to have a shorter life expectancy than their parents have.

Safe Routes to School Programs

History of Safe Routes to School

Many child pedestrian fatalities in Denmark, 1970s

Odense reduced the number of injured school children by 30% to 40%

Caught on in UK and Canada in the 1990's; Bronx, NY, in 1997

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Benefits of SRTS programs

- Reduce the number of children hit by cars
- Improve children's health
- Reduce congestion around schools
- Reduce air pollution
- Can lead to cost savings for schools (reduce need for "hazard" busing)
- Others: increase child's sense of freedom, help establish lifetime habits, teach pedestrian skills

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Today's barriers to walking and bicycling:

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How did we get to this point?

1. School siting issues
2. People's real and perceived barriers
3. Community issues

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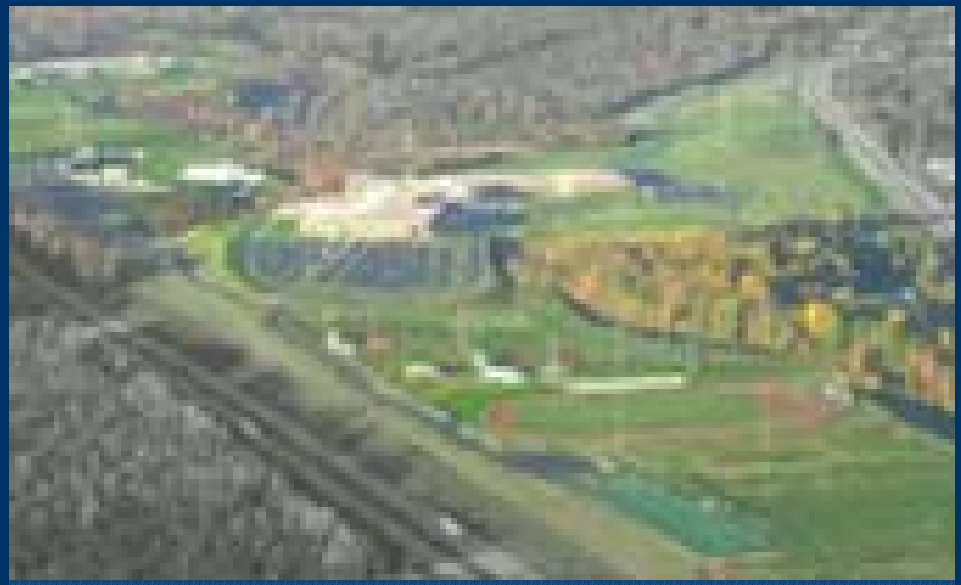
1. School siting issues: a generation ago

- Small (average of 127 students)
- Located in community centers
- 42% of kids walked or biked to school

(EPA, 2003; 1969 Nationwide Personal Transportation Survey)

1. School siting issues: today

- Mega-schools (average 653 students)
- 40% of high schools have attendance of 1500+ students
- Schools located on 10 to 30+ acres fringe land
- Lowest-cost construction



(U.S. Department of Education, 2002)

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School consolidation has lengthened the trip between home and school

In 2001, about 16% of kids walk or bike to school

(CDC 2005)

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2. People's real and perceived barriers to walking and bicycling to school

Long distances	62%
Traffic danger	30%
Adverse weather	19%
Fear of crime danger	12%

(including "stranger danger")

(CDC, 2005)

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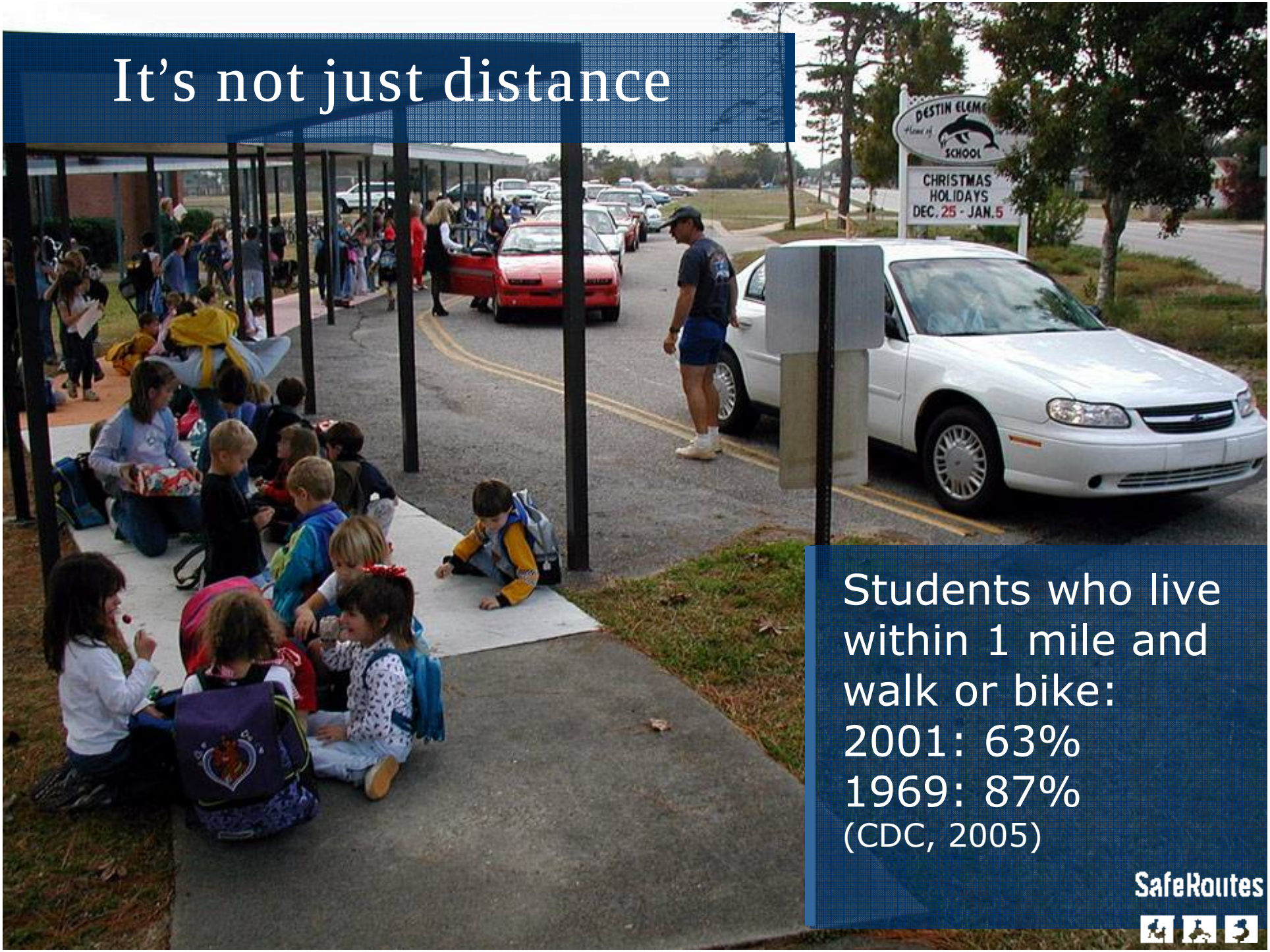
It's not just distance



Students who live within 1 mile and walk or bike:
2001: 63%
1969: 87%
(CDC, 2005)

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Traffic danger

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Community conditions make it hard to walk or bike

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Adverse weather

Is this barrier reflective of changed social norms?

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Fear of crime danger

Identify perceptions and realities—both are important to address

Some low probability events provoke the greatest fears

Communities are finding ways to safeguard against these fears

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3. Difficult community issues

- Traffic flow problems
- Abandoned buildings
- Illegal behaviors

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Unintended consequences of less walking and bicycling:

- to the environment
- to our health

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1996 Summer Olympic Games banned single occupant cars in downtown Atlanta

Results of the ban

- Morning traffic – down 23%
- Peak ozone – down 28%
- Asthma-related events for kids – down 42%

(*Journal of the American Medical Association* [*JAMA*], 2001)

Air quality


Measurably better around schools with more walkers and cyclists
(EPA, 2003)
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Physical activity

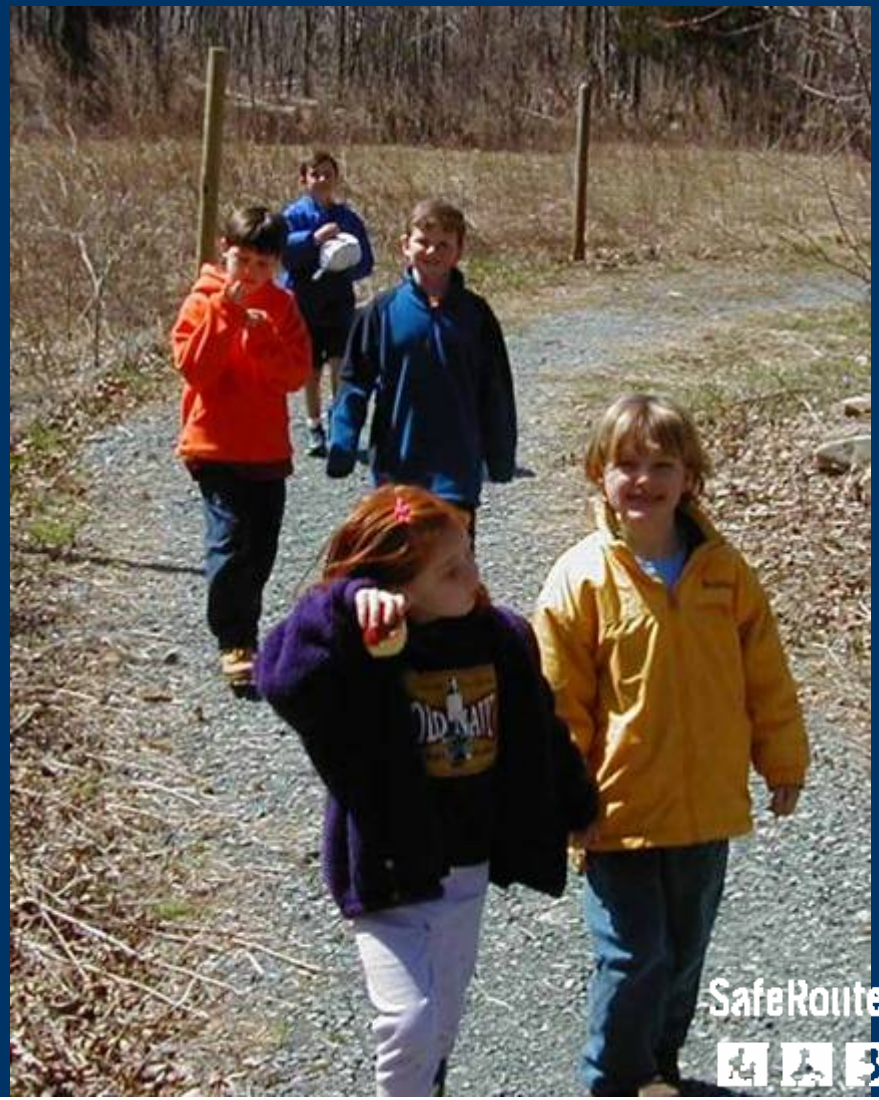
Most kids aren't getting the physical activity they need

SafeRoutes

Physical activity recommendation for children:

(US Depts. of Health and Human Services and Agriculture, 2005)

At least 60 minutes of physical activity on most, preferably all, days of the week.



Overweight children have an increased risk of...

- Type 2 Diabetes
- Low self esteem
- Aggravated existing asthma
- Sleep apnea
- Decreased physical functioning
- Many other negative emotional & physical effects

(American Academy of Pediatrics, 2005)

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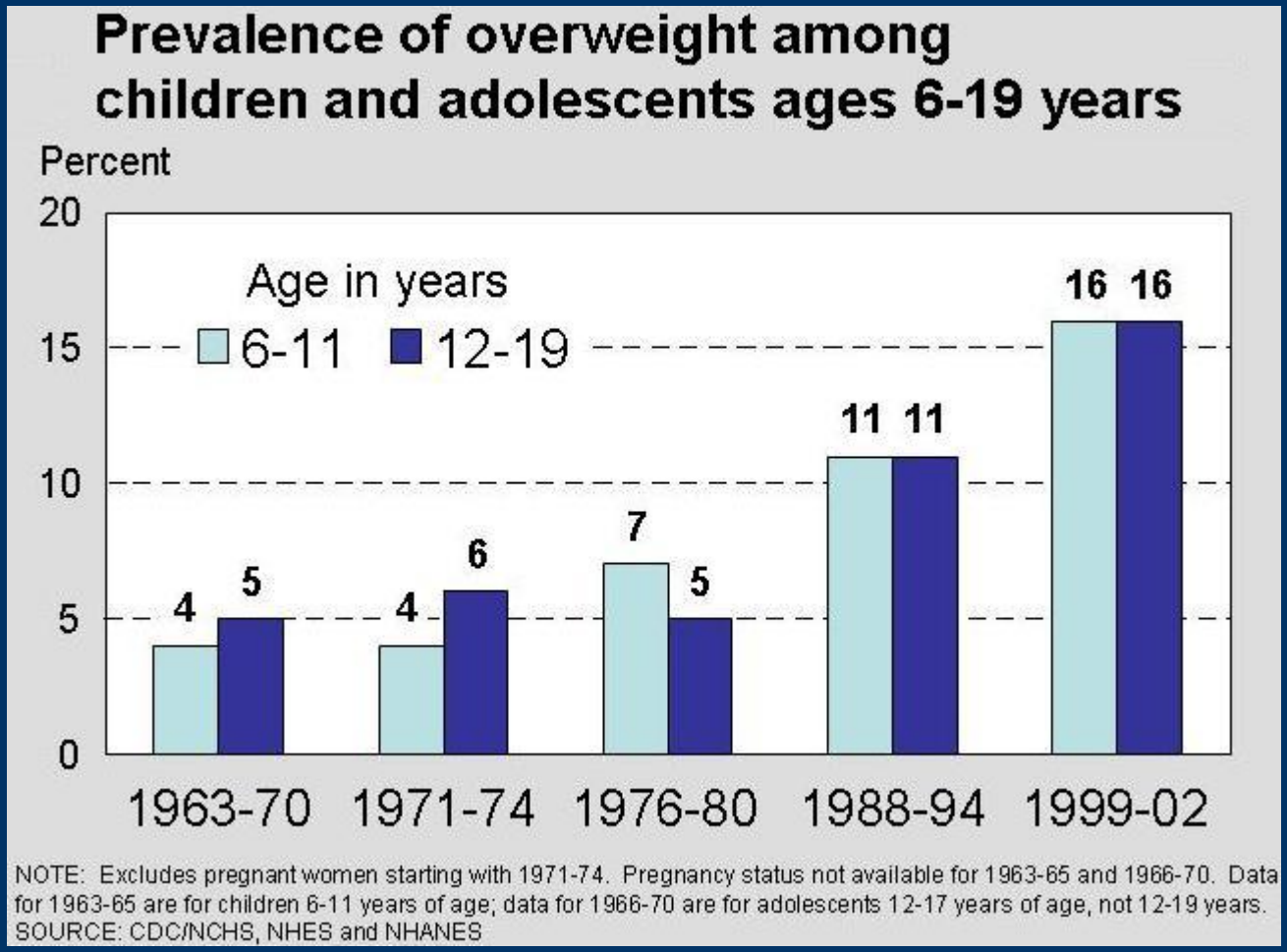
U.S. youth overweight rates



(National Center for Health Statistics)

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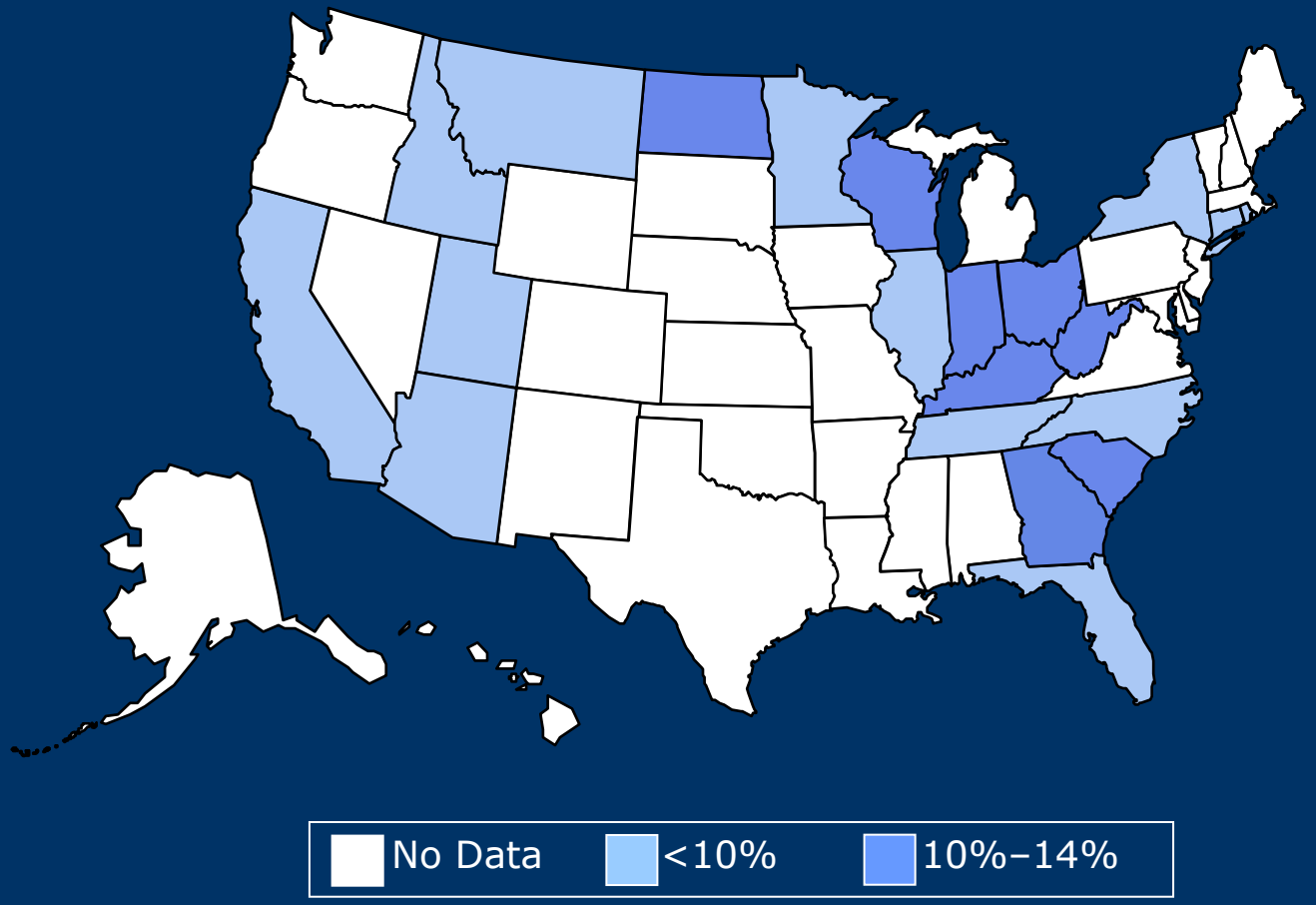
Obesity Trends Among U.S. Adults: 1985

(*BMI ≥30, or ~ 30 lbs overweight for 5’ 4” woman)



(Behavioral Risk Factor Surveillance System, CDC, 2004)

SafeRoutes

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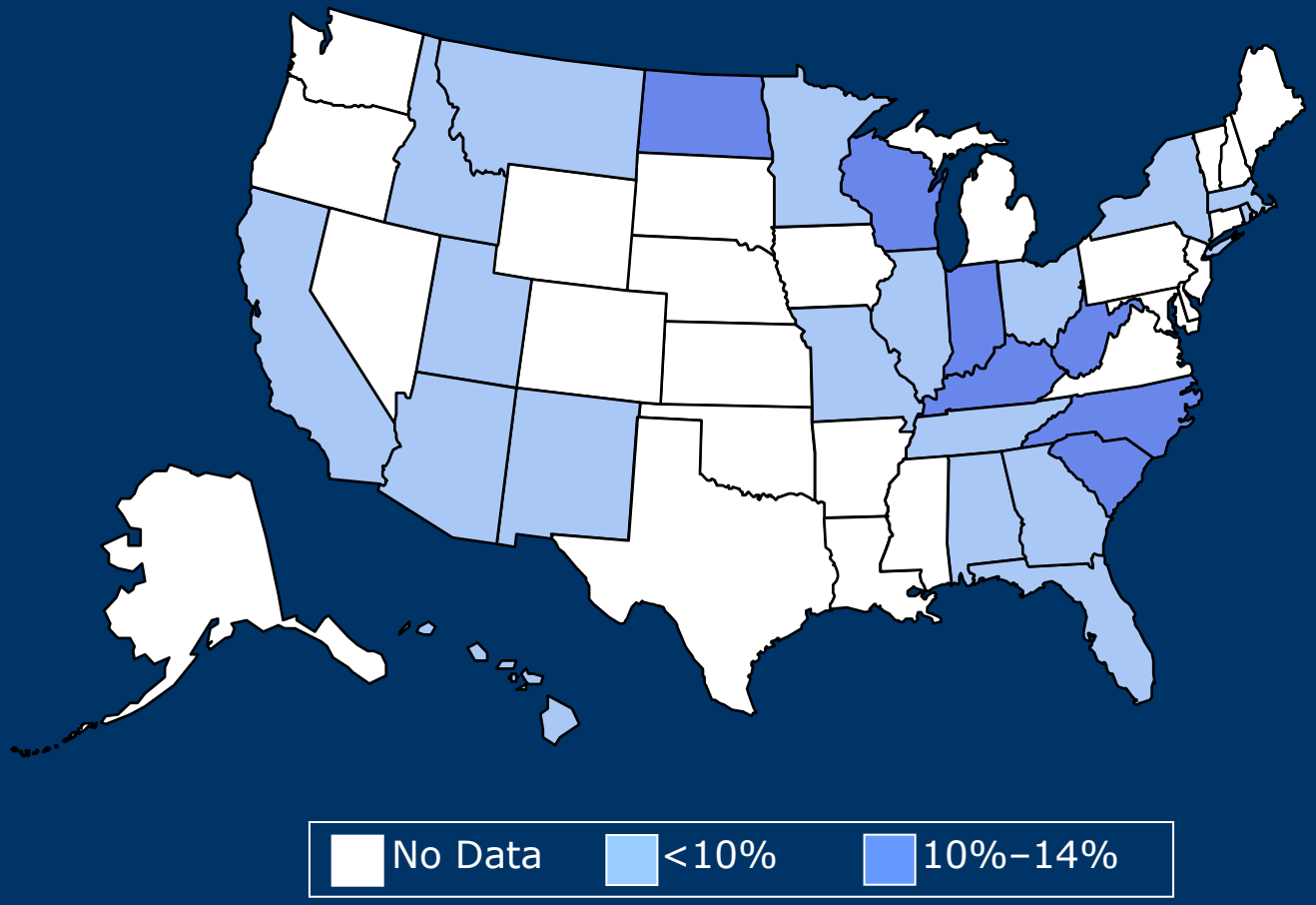

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SafeRoutes

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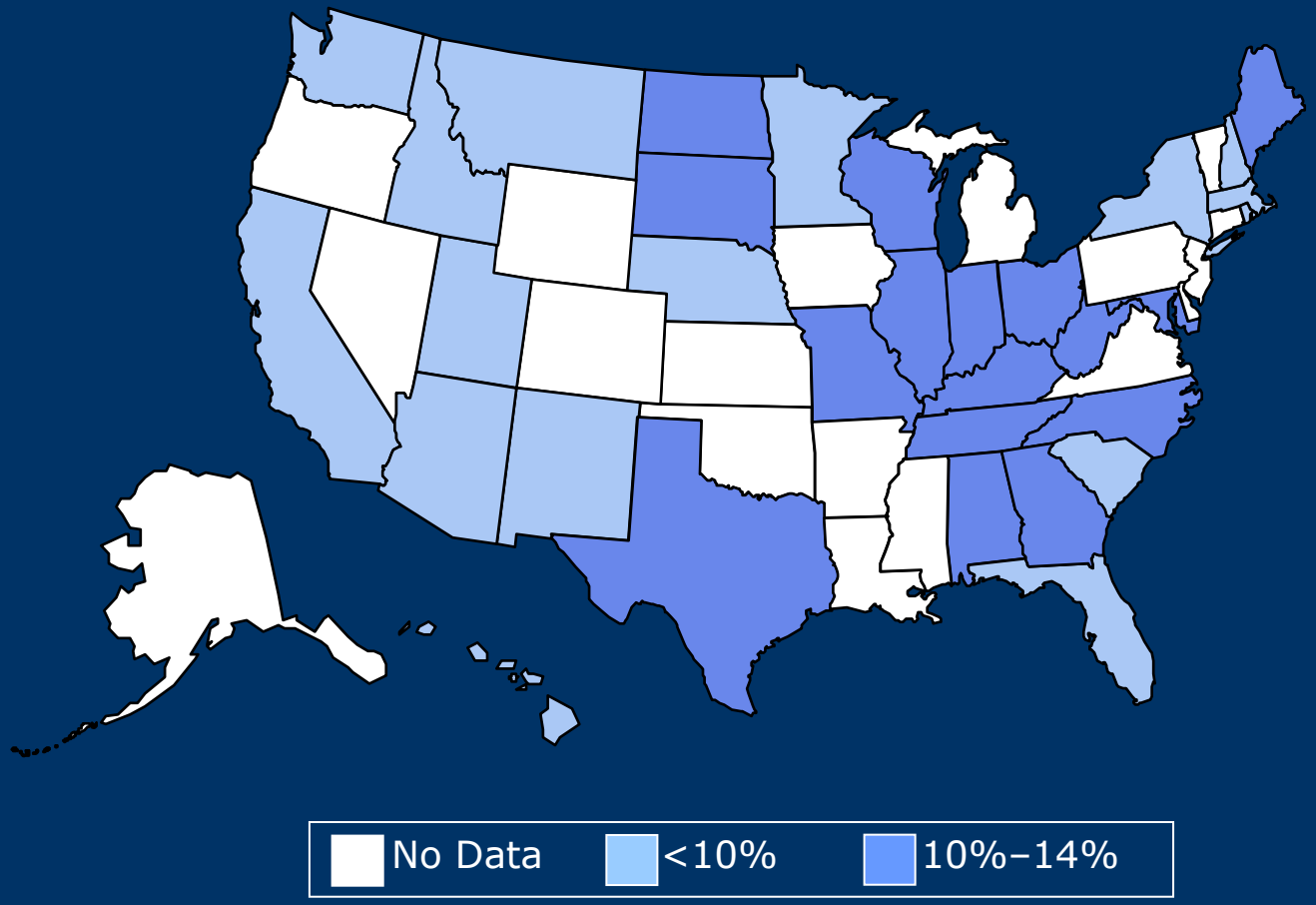

(Behavioral Risk Factor Surveillance System, CDC, 2004)

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Obesity Trends Among U.S. Adults: 1988

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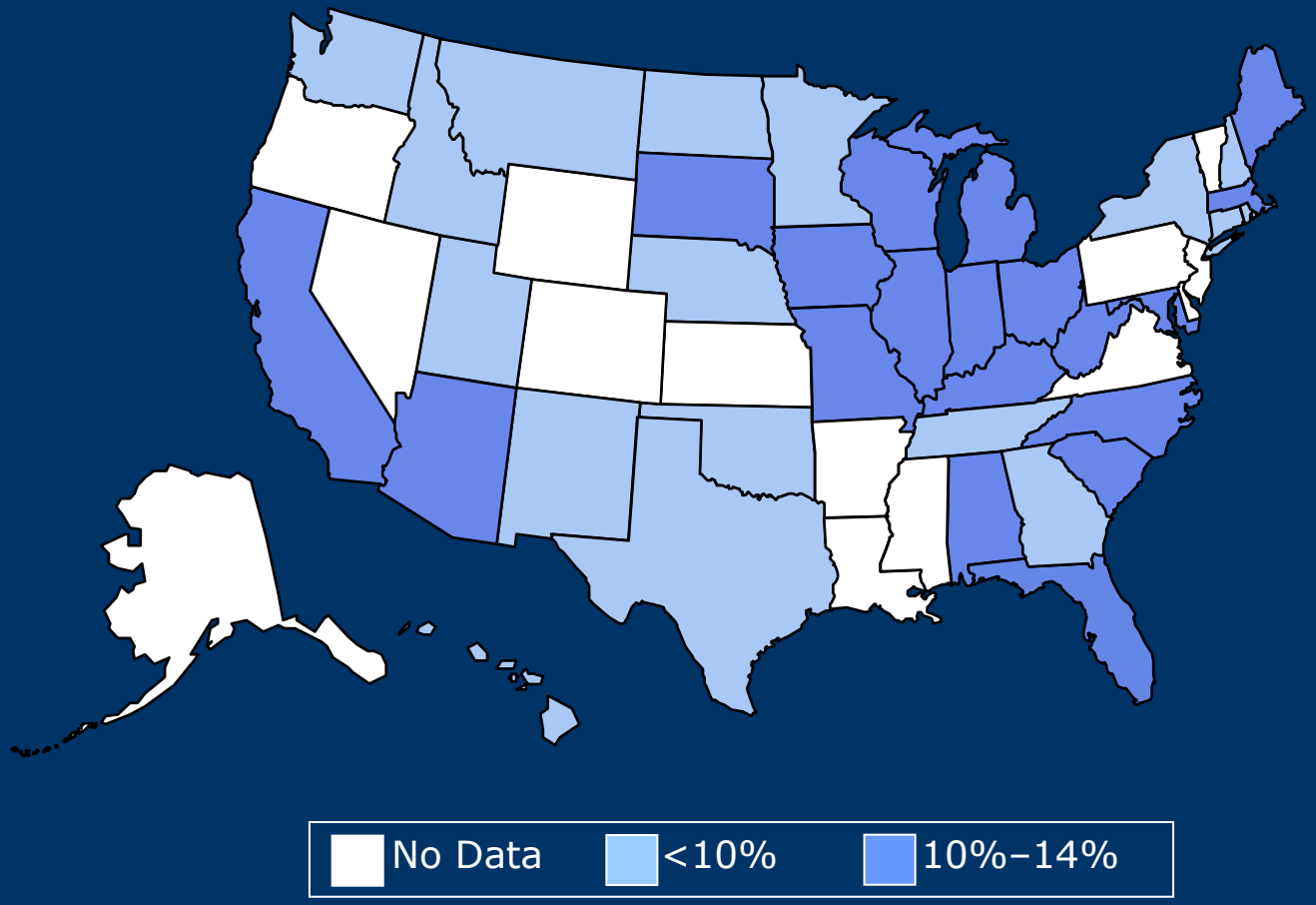

(Behavioral Risk Factor Surveillance System, CDC, 2004)

SafeRoutes

Obesity Trends Among U.S. Adults: 1989

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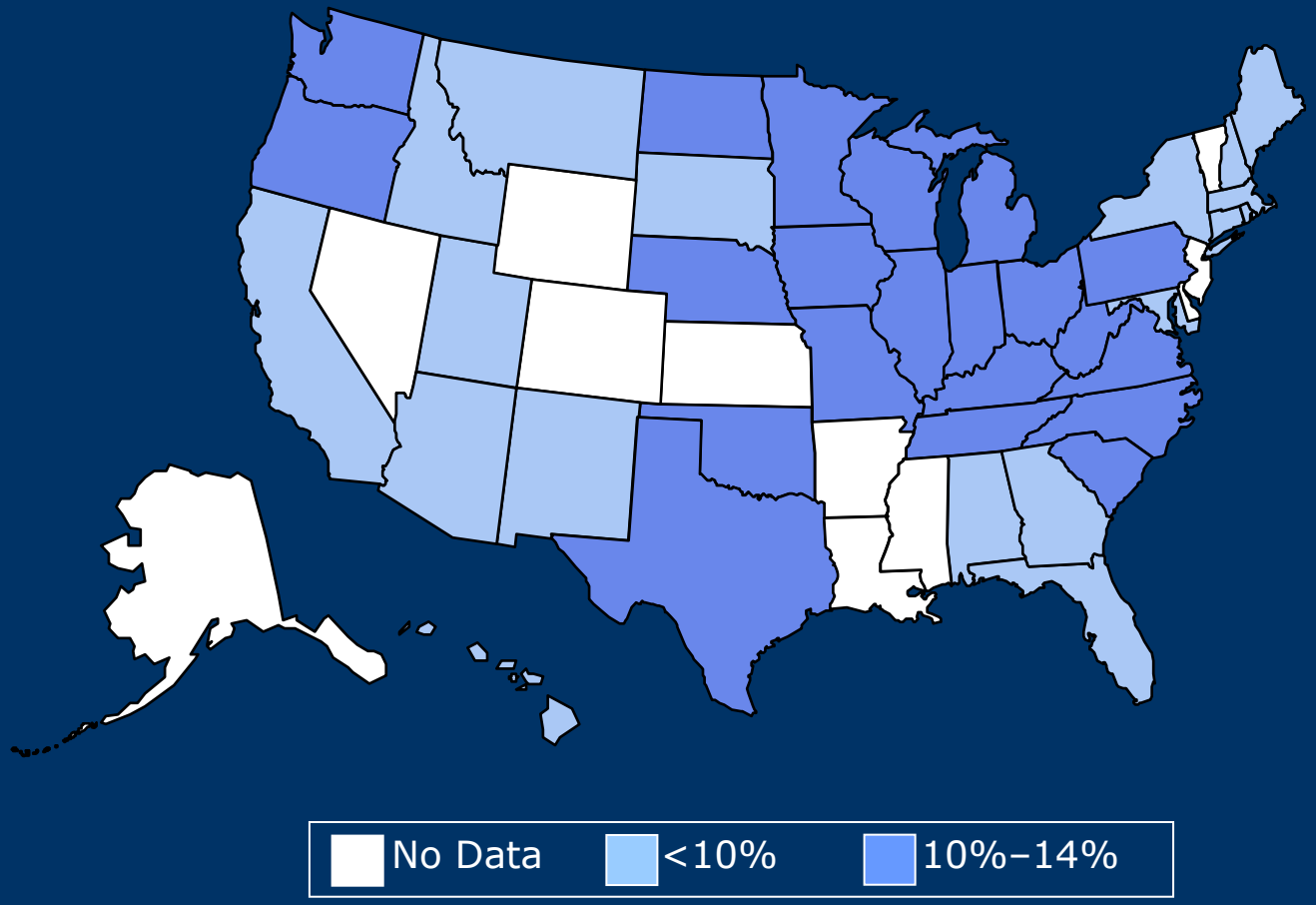

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SafeRoutes

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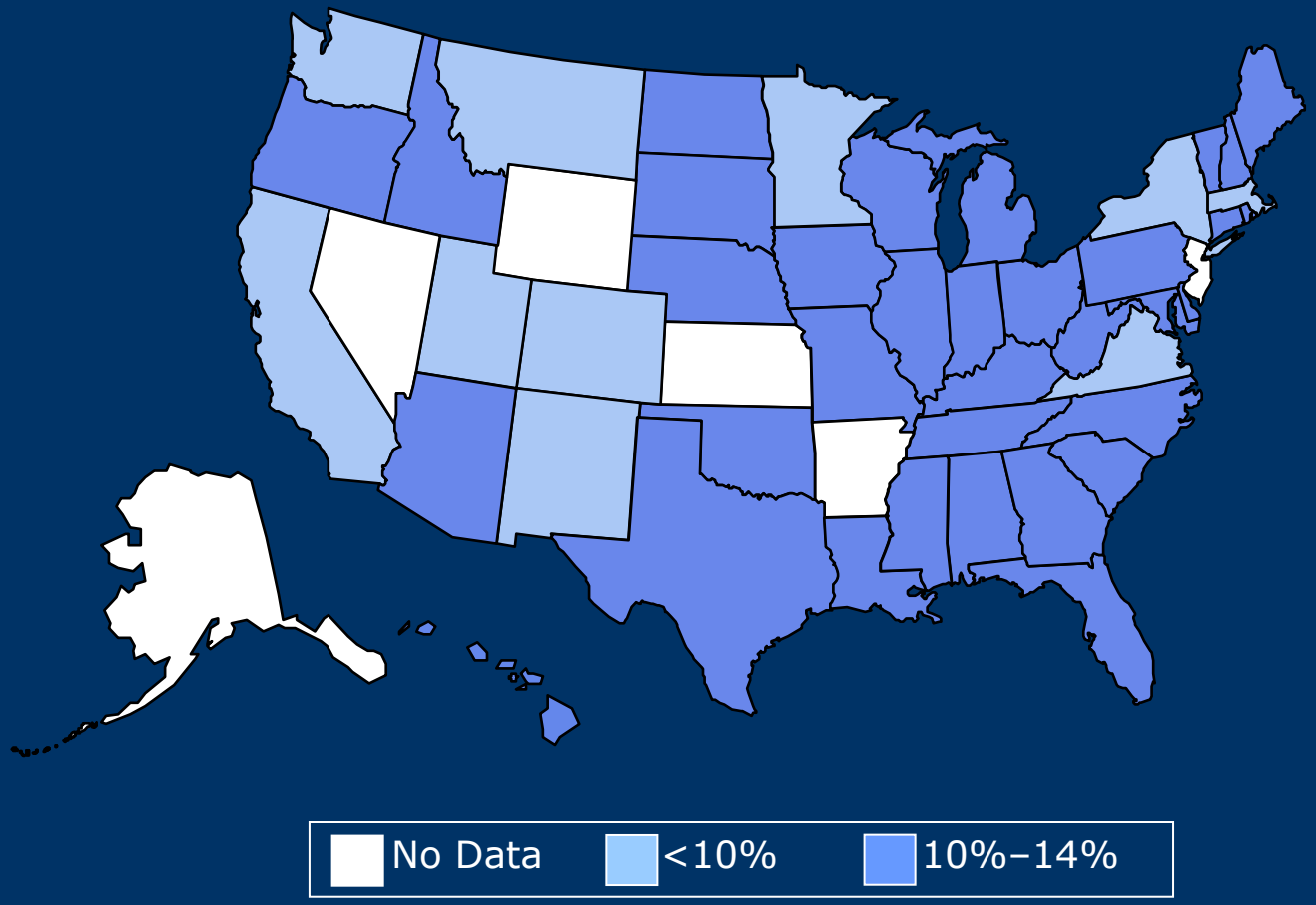

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SafeRoutes

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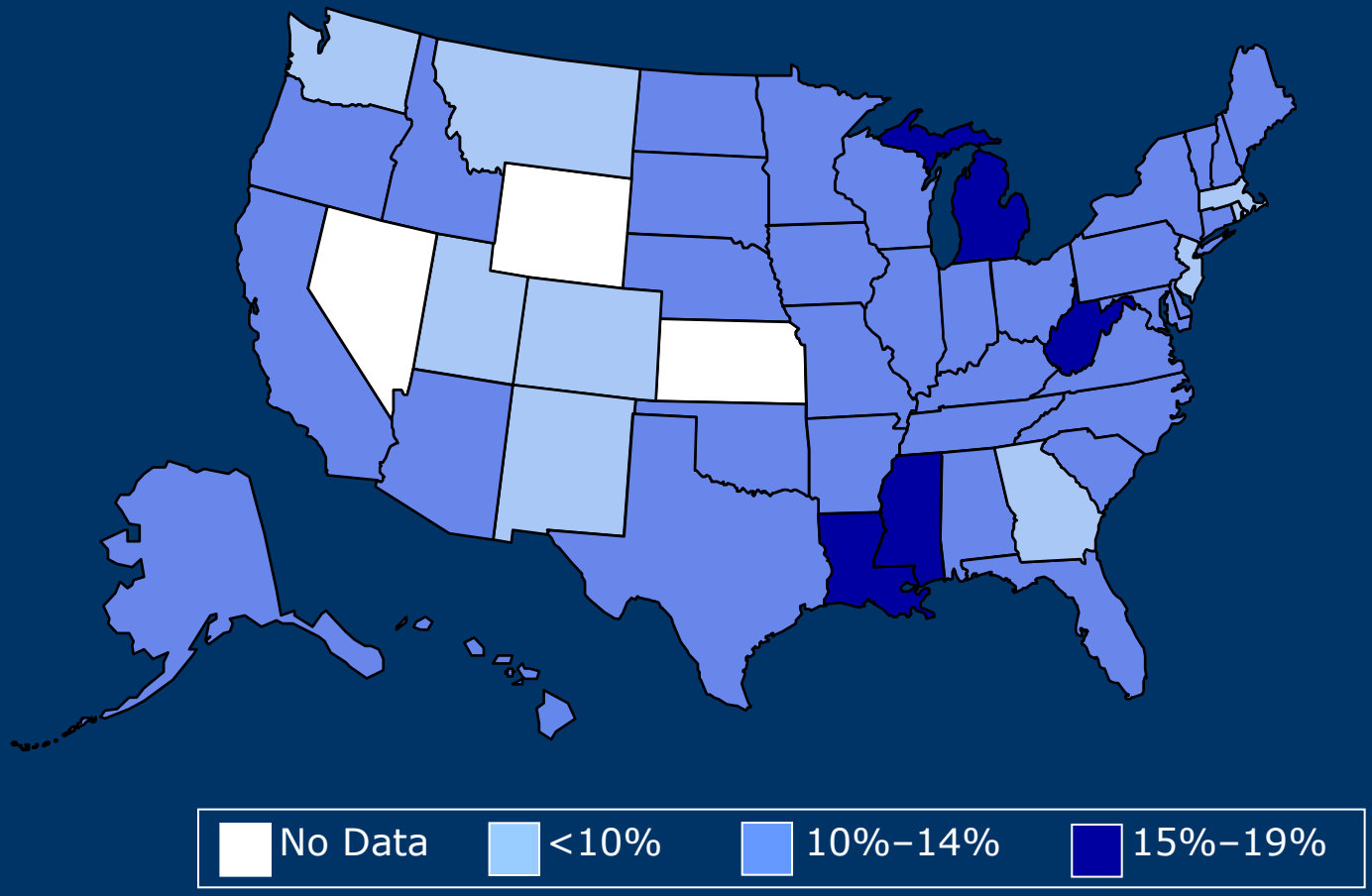

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SafeRoutes

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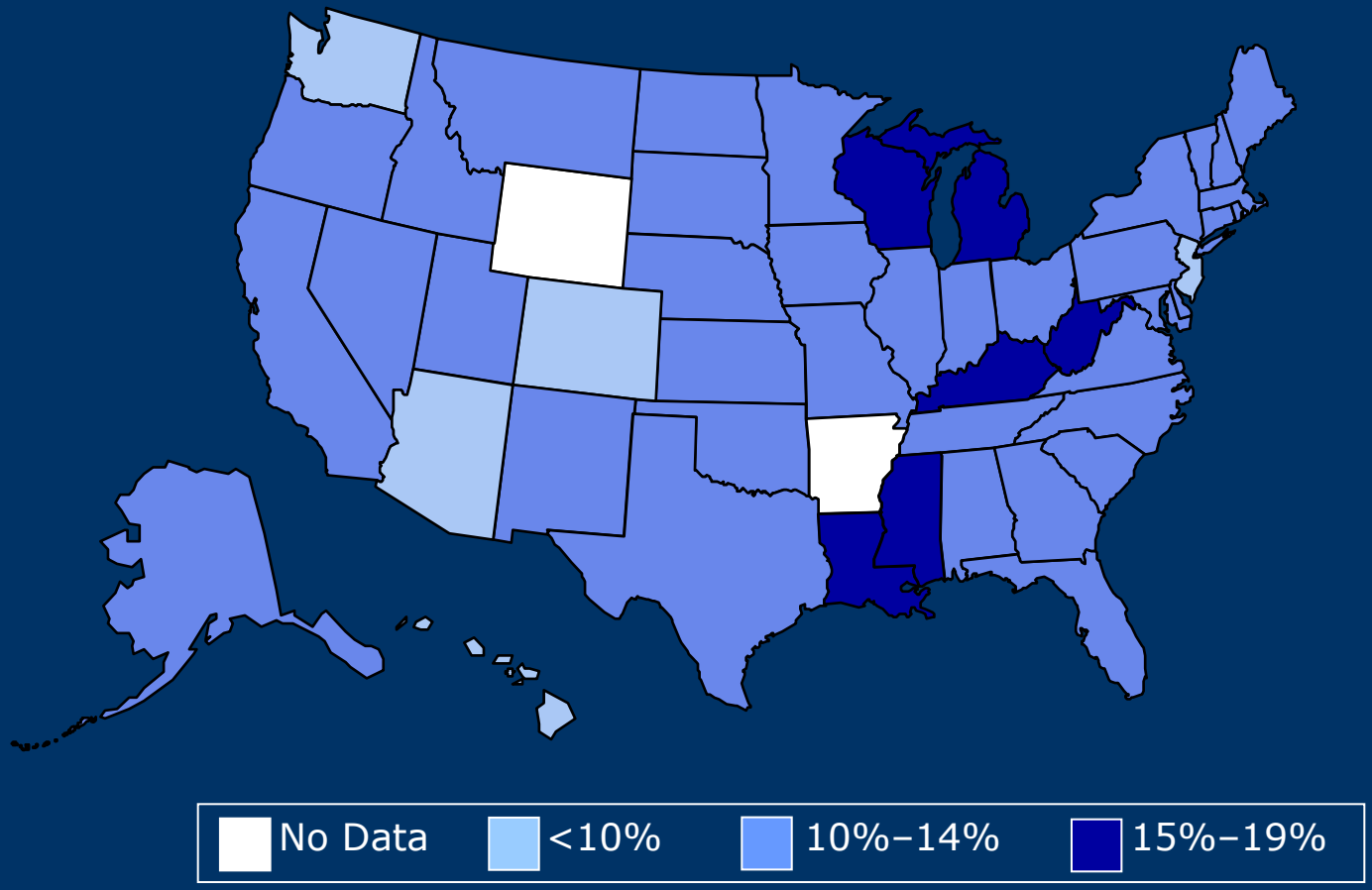

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SafeRoutes

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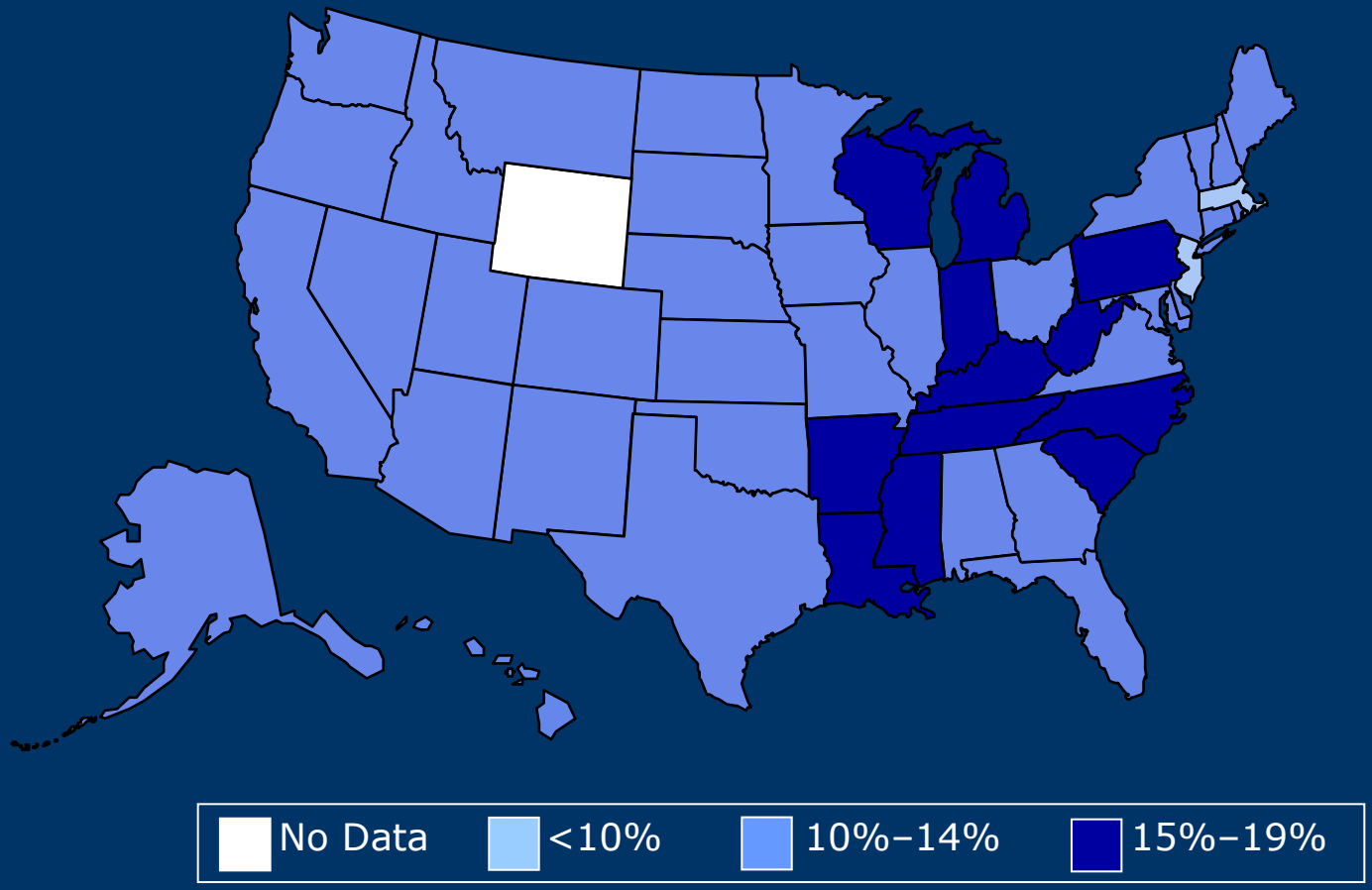

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SafeRoutes

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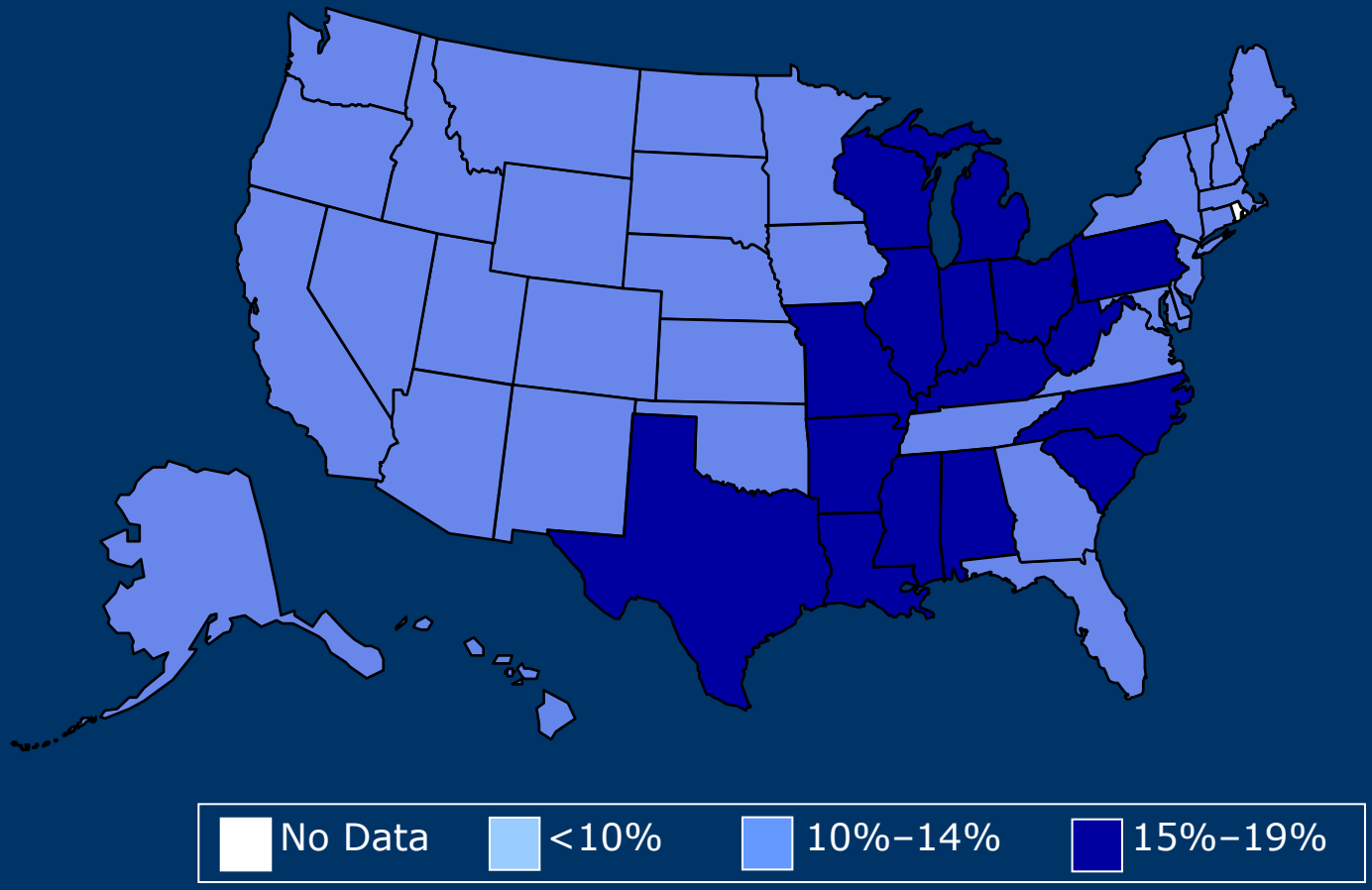

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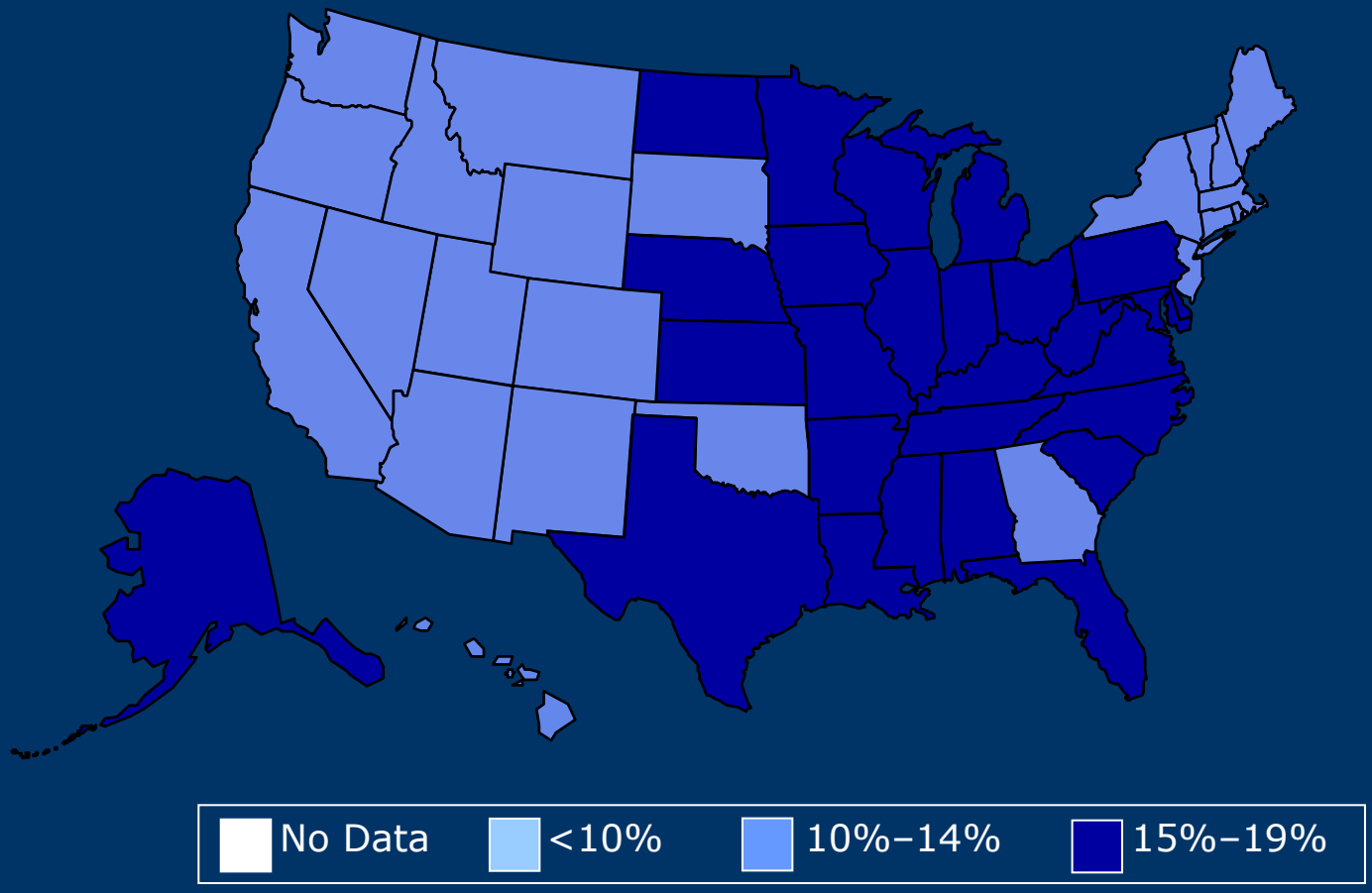

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SafeRoutes

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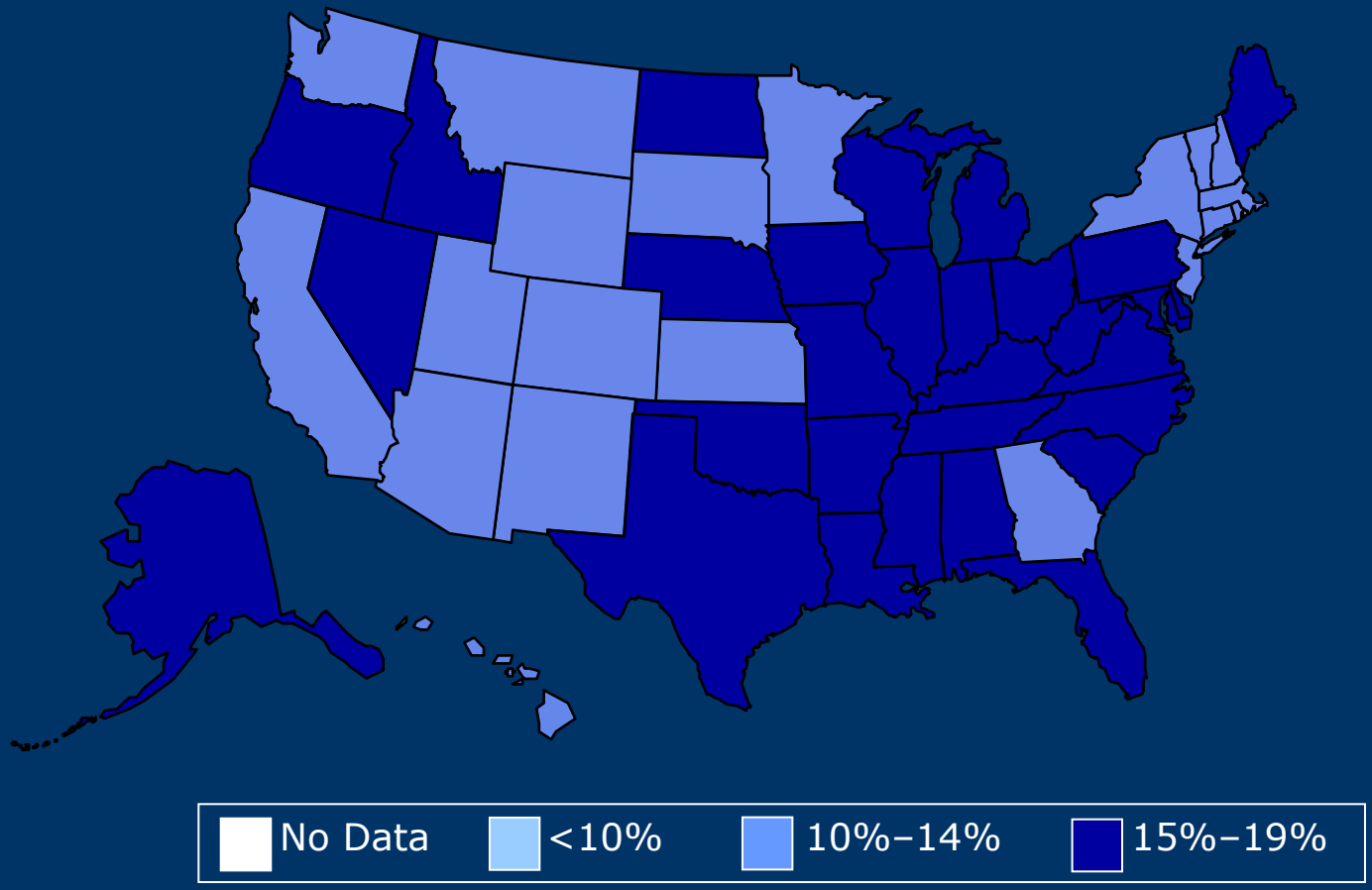

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SafeRoutes

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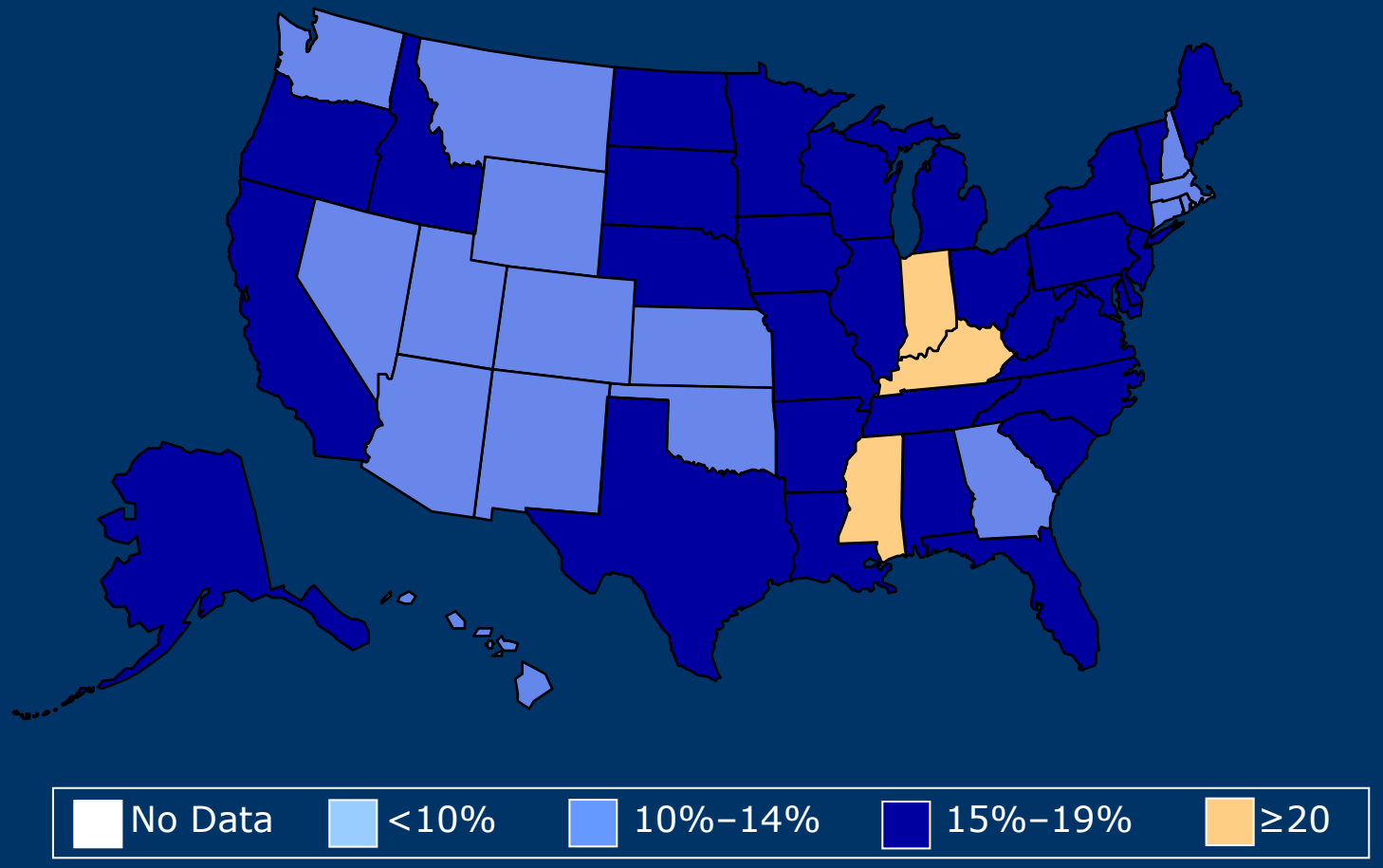

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SafeRoutes

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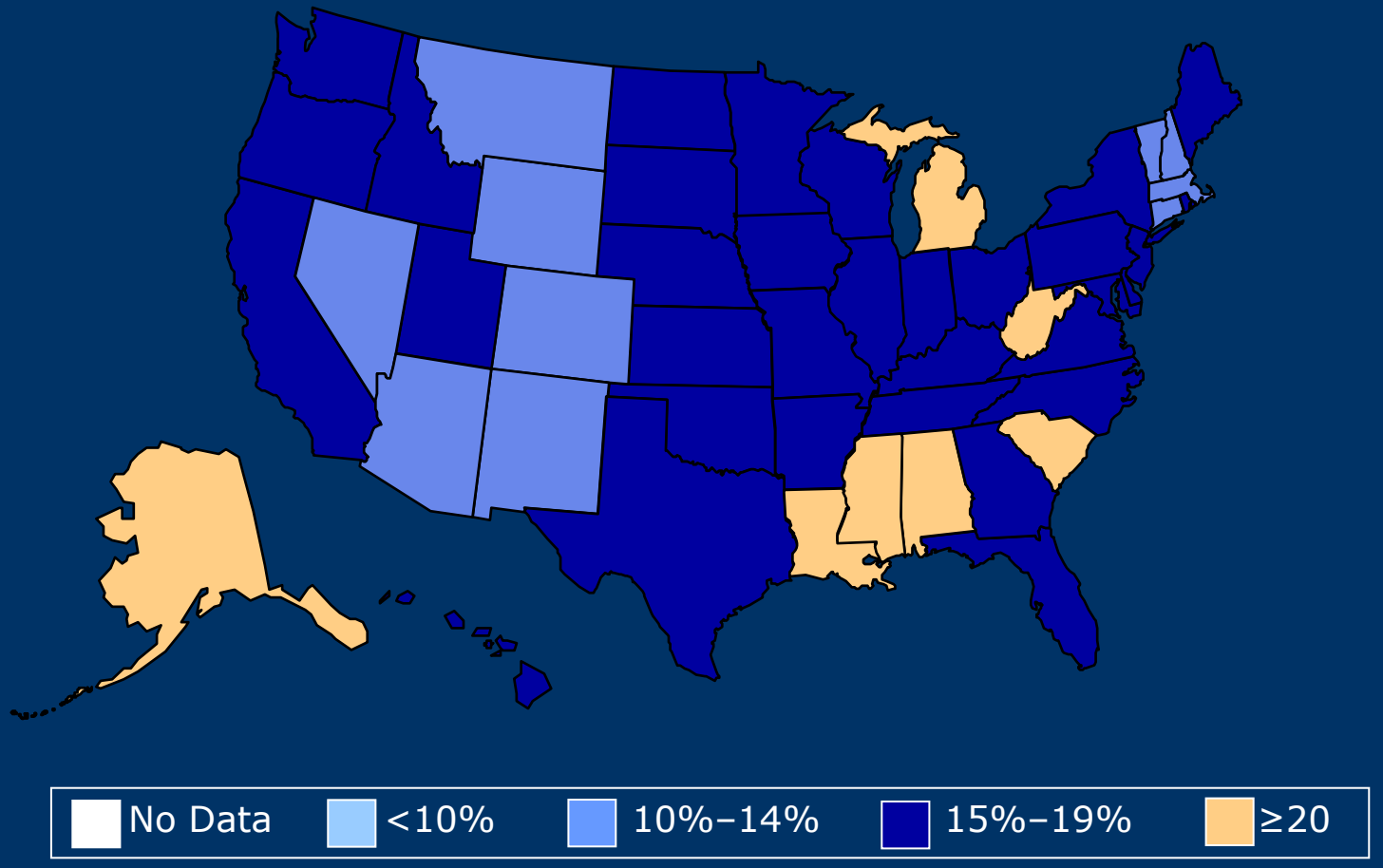

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SafeRoutes

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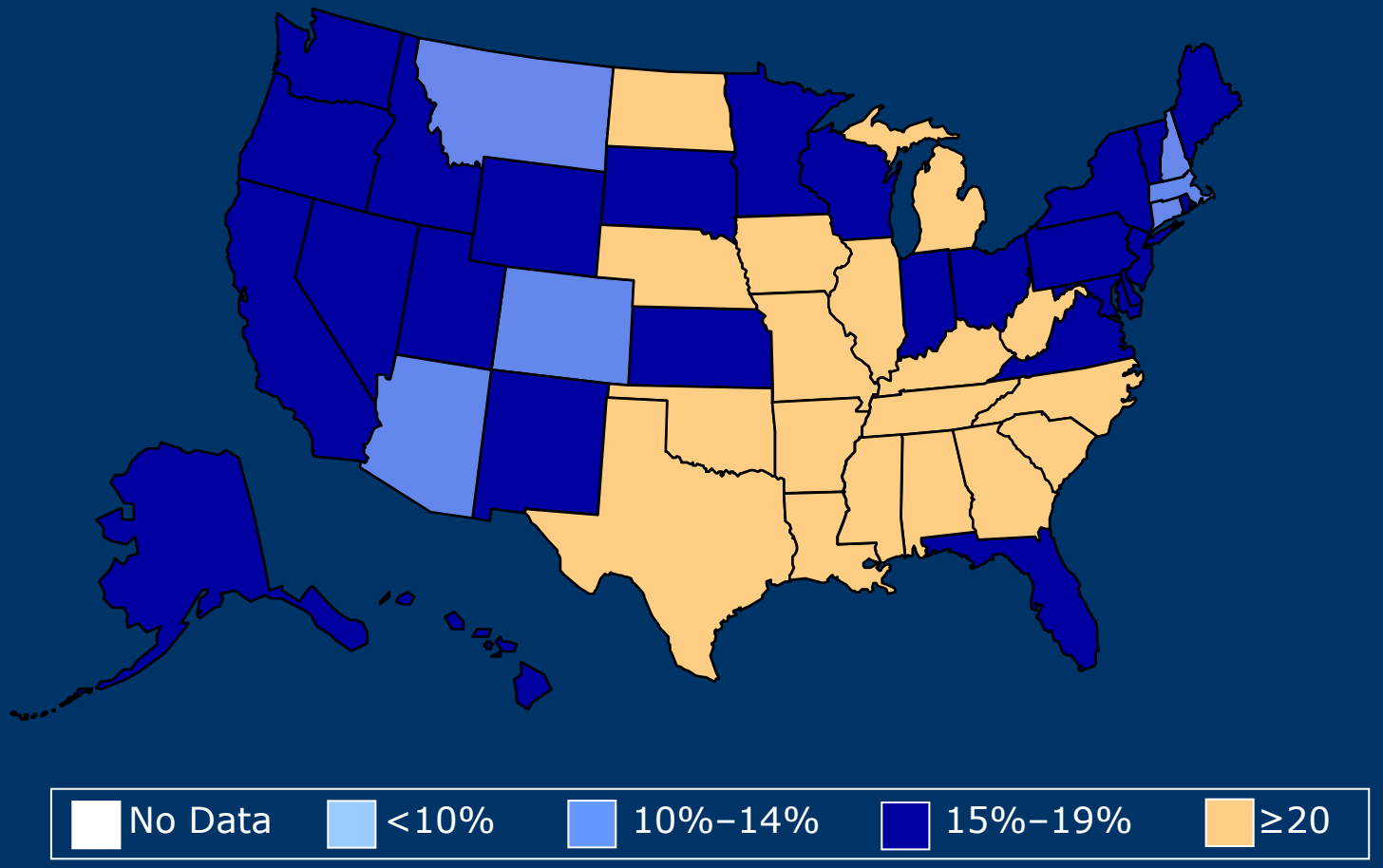

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SafeRoutes

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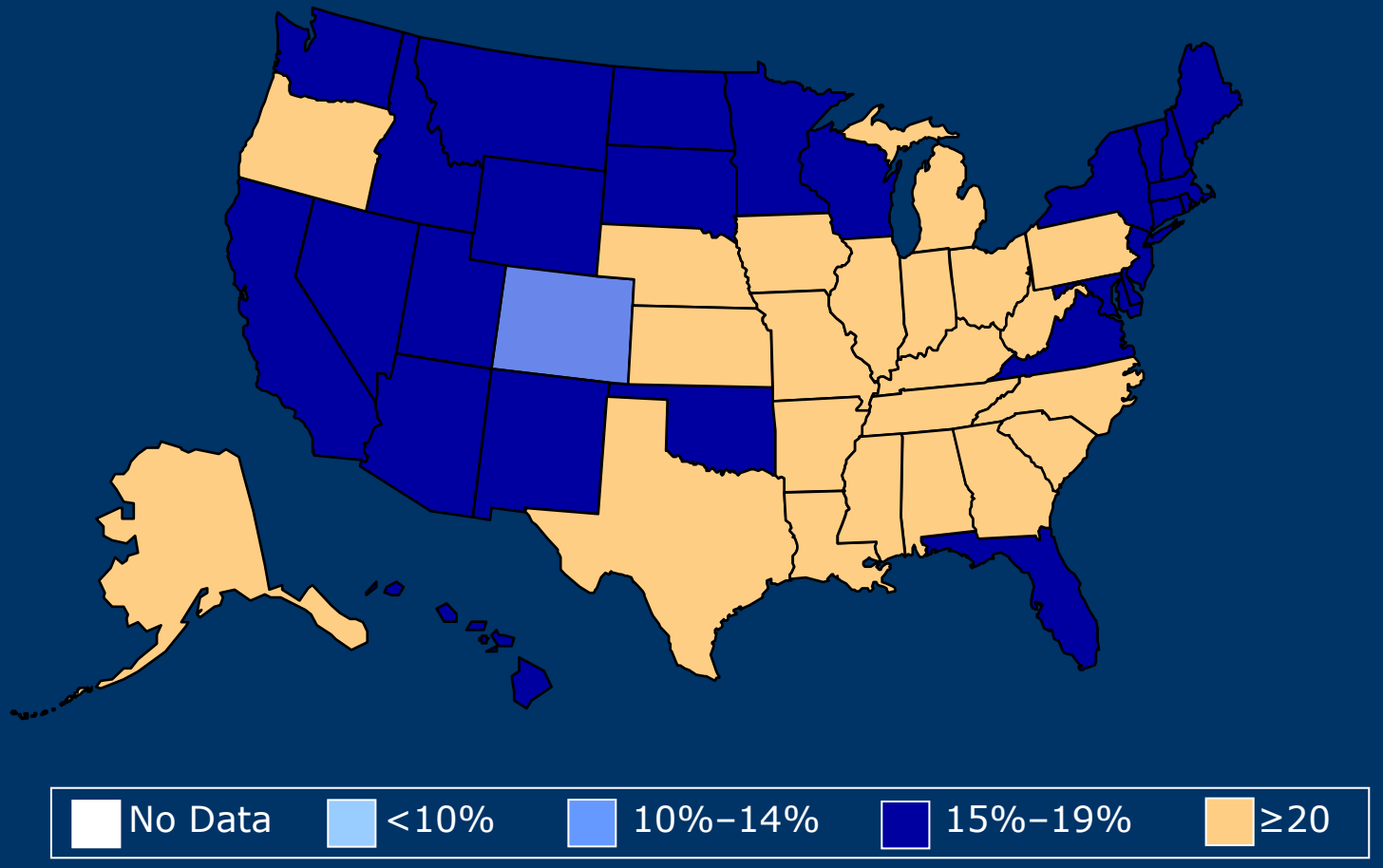

(Behavioral Risk Factor Surveillance System, CDC, 2004)

SafeRoutes

Obesity Trends Among U.S. Adults: 2001

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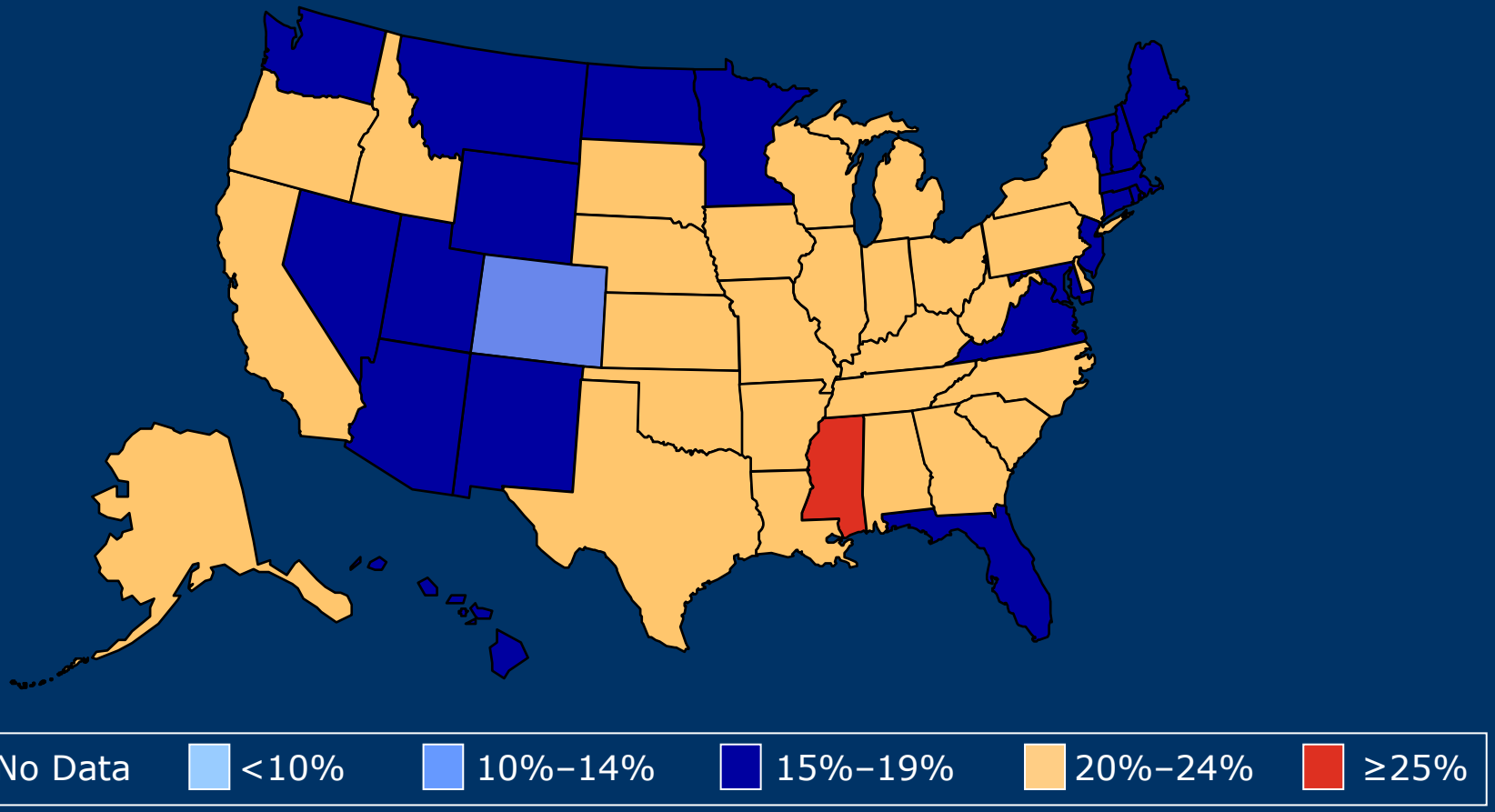

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SafeRoutes

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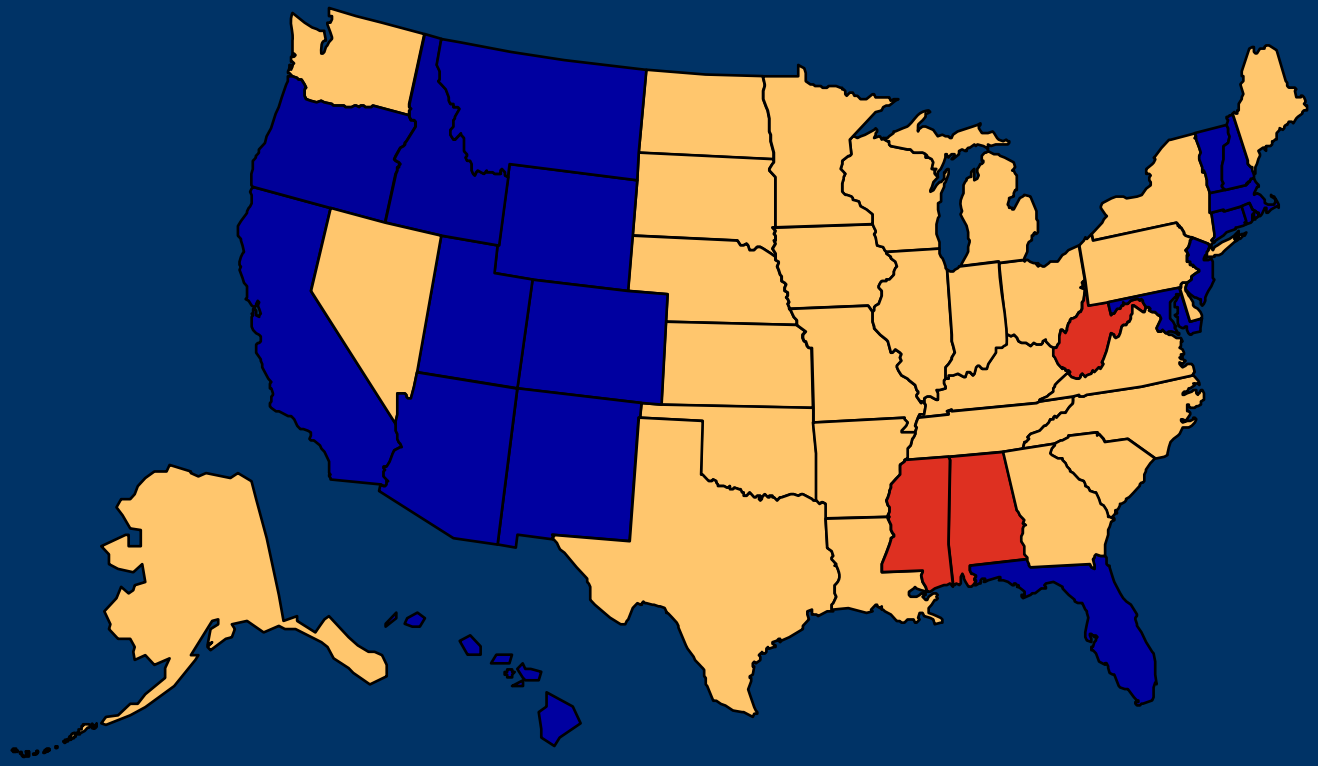

No Data | <10% | 10%–14% | 15%–19% | 20%–24% | ≥25%

(Behavioral Risk Factor Surveillance System, CDC, 2004)

SafeRoutes

Obesity Trends Among U.S. Adults: 2003

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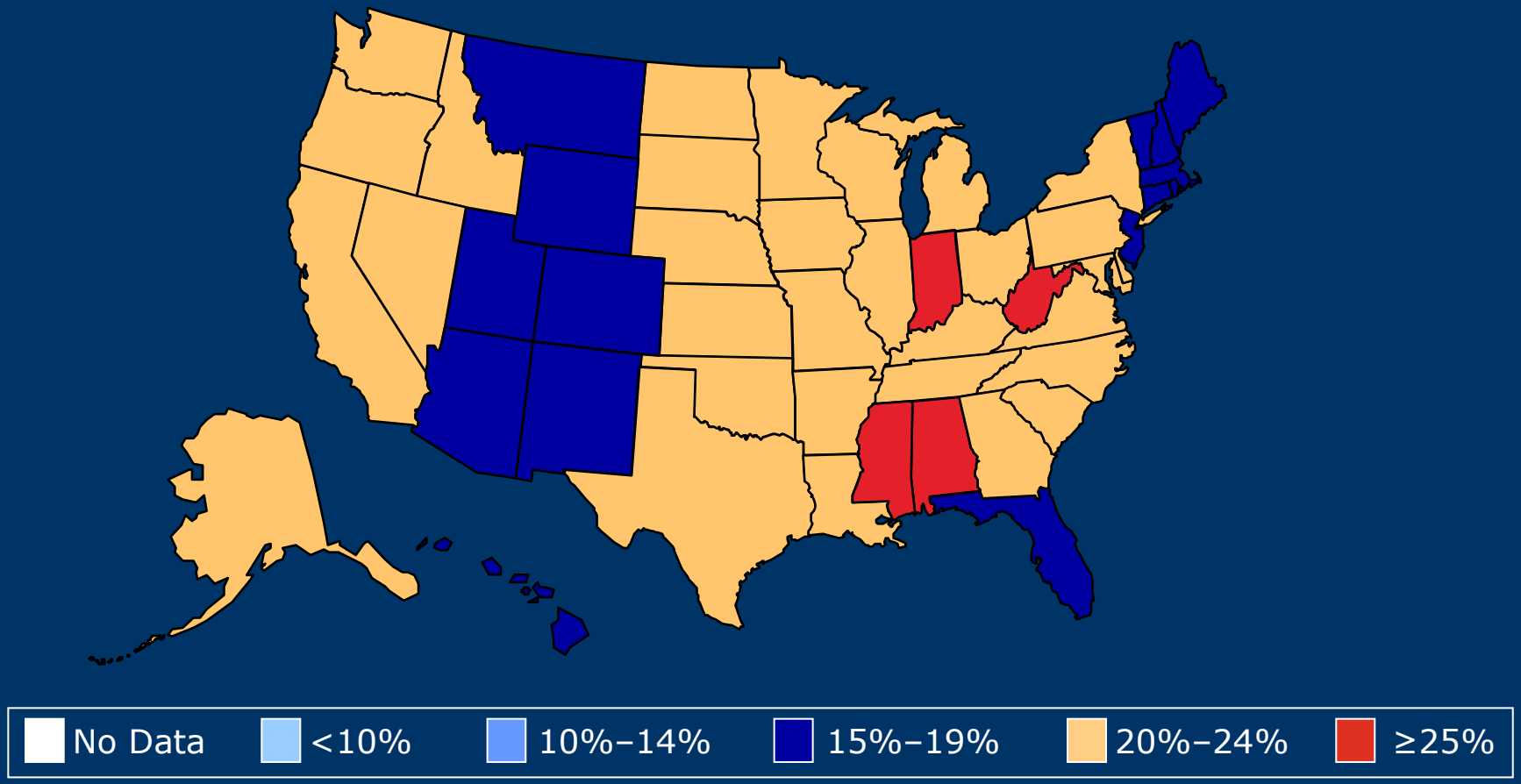

(Behavioral Risk Factor Surveillance System, CDC, 2004)

SafeRoutes

Obesity Trends Among U.S. Adults: 2004

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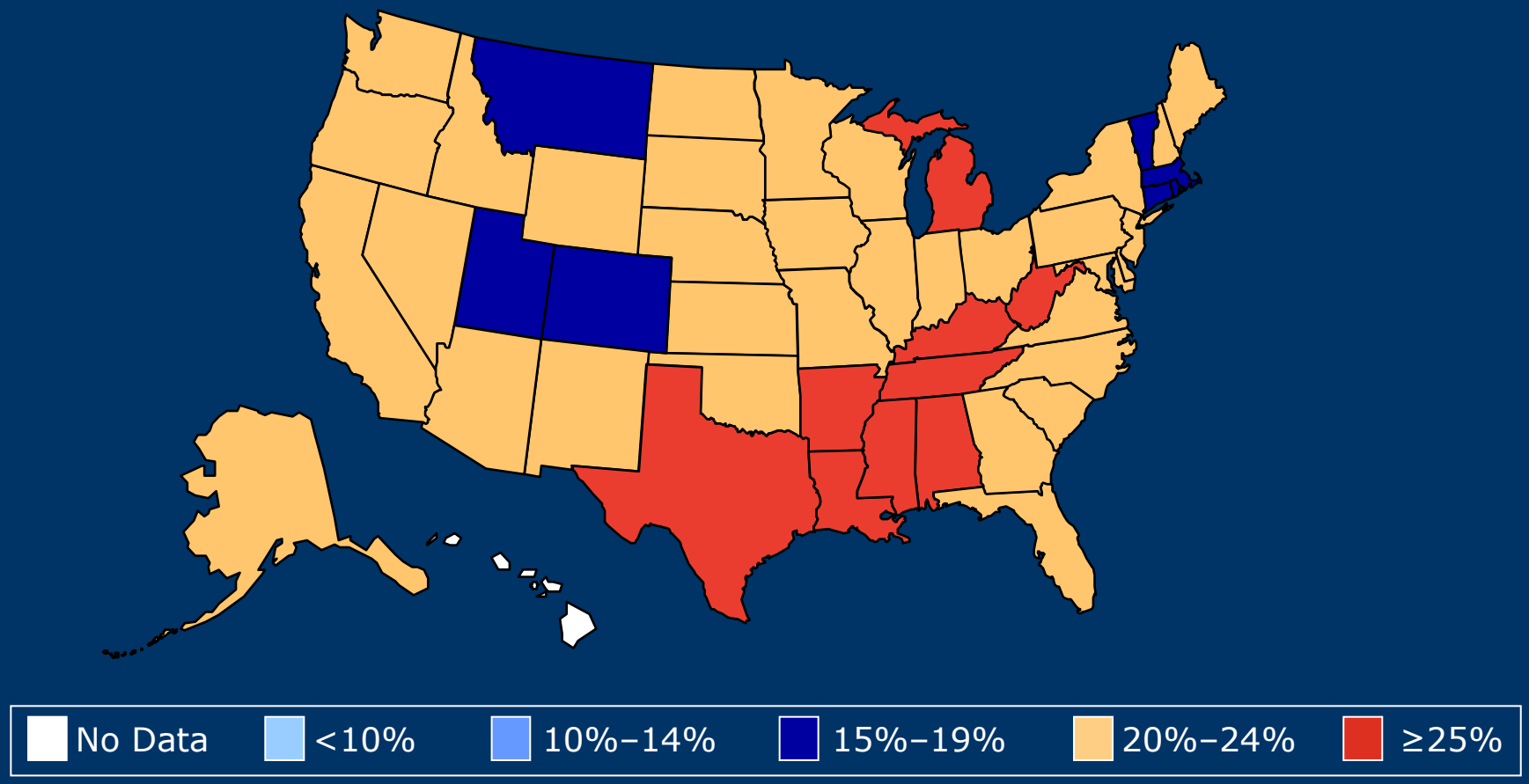


(Behavioral Risk Factor Surveillance System, CDC, 2004)

SafeRoutes

Communities are taking action on behalf of their kids:

SafeRoutes

Safe Routes to School programs are part of the solution…

…to increase physical activity
…to improve unsafe walking and biking conditions
…to improve poor air quality by reducing vehicle emissions

SafeRoutes

Safe Routes to School goals

- Where it's safe, get kids walking and biking
- Where it's not safe, make it safe

SafeRoutes

Steps in creating a SRTS Program

- Bring together the right people
- Hold a kick- off meeting
- Gather information and identify issues
- Identify solutions
- Develop a Plan
- Fund the plan
- Act on the plan
- Evaluate, make needed changes and keep moving

SafeRoutes

Every school faces a different challenge

SafeRoutes

Elements of Safe Routes to School programs

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation

Education

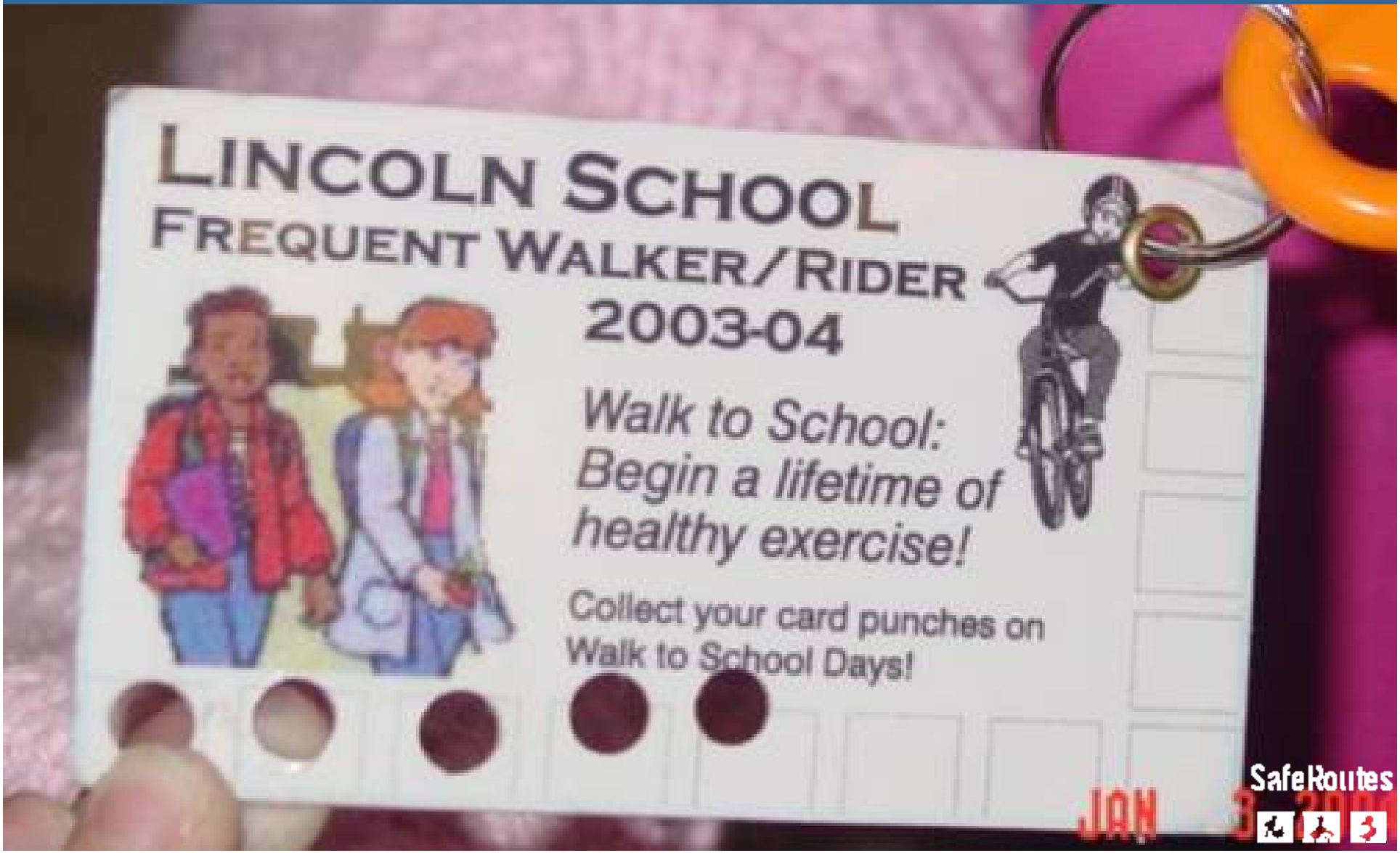
- Teaches safety skills
- Creates safety awareness
- Fosters life-long safety habits
- Includes parents, neighbors and other drivers

Encouragement

- Increases popularity of walking and biking
- Is an easy way to start SRTS programs
- Emphasizes fun of walking and biking

SafeRoutes

Encouragement



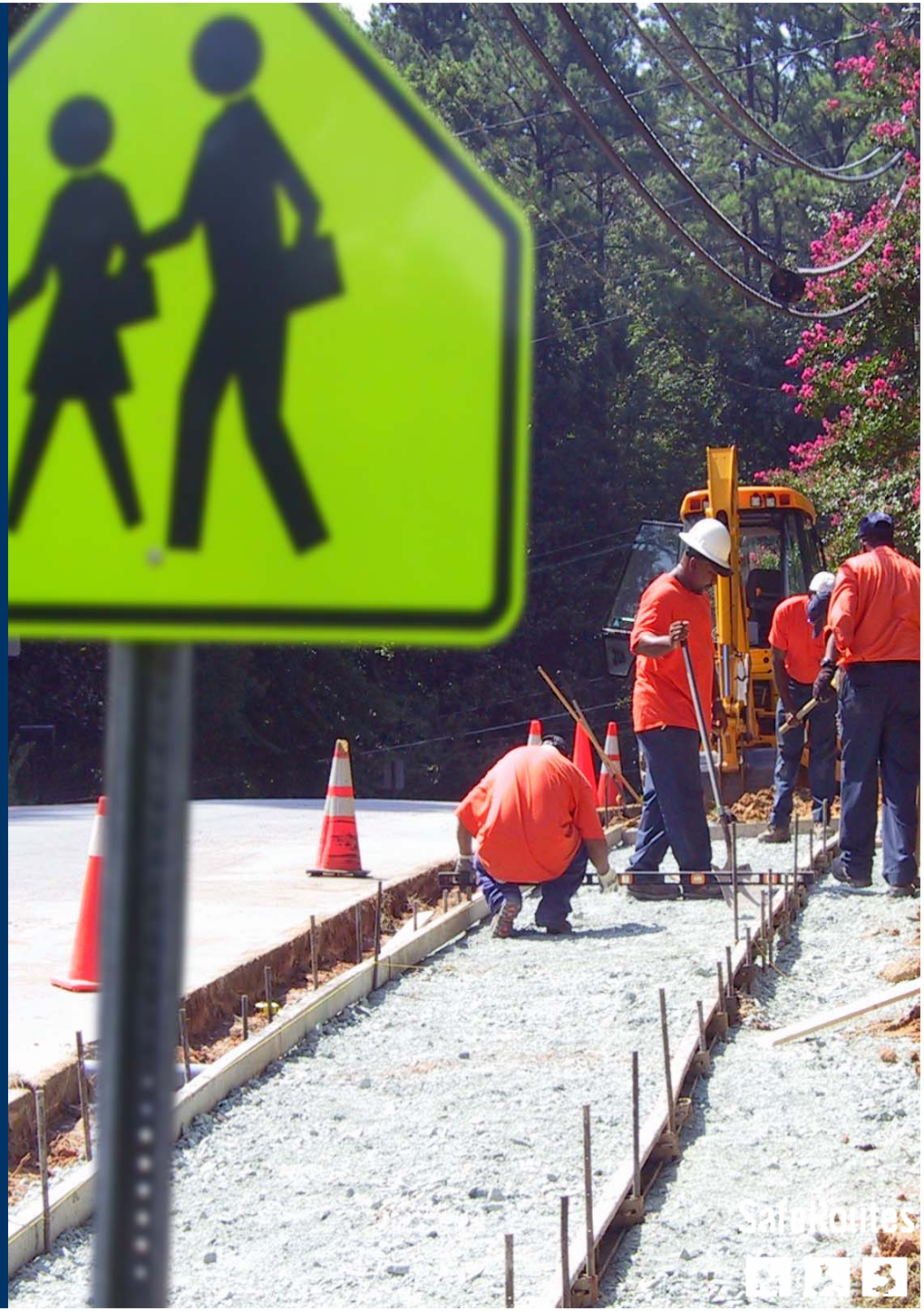
Enforcement

- Increases awareness of pedestrians and bicyclists
- Improves driver behavior
- Helps children follow traffic rules
- Decreases parent perceptions of danger

SafeRoutes

Engineering

- School zone
- Along the routes and streets
- Crosswalks
- Vehicle speed reduction



Engineering

Engineering

Creates safer settings for walking and biking

Can influence the way people behave

SafeRoutes

The time is right

- Growing enrollment
- Old existing facilities
- Demand for new and renovated facilities
- Opportunity to make important decisions for the future

(*Digest of Education Statistics*, 2002)

Community Success Stories:

Success story:
Marin County, CA, encouragement programs

- Walk or Wheel Wednesdays
- Frequent Rider Mile Contests
- Walking school buses
- Fliers, posters, newsletters
- Media coverage
- Website

SafeRoutes

Marin County results

Increase in the number of children walking to school

Increase in the number of children biking to school

Increase in carpooling

Decrease in children transported to school by private car

(*American Journal of Public Health*, 2003)

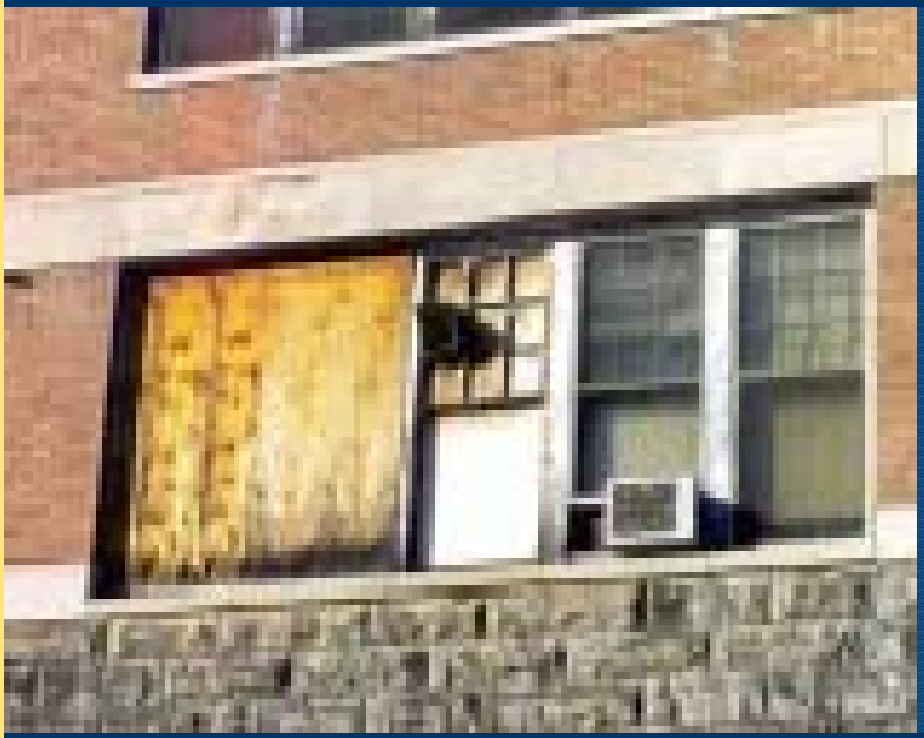
SafeRoutes

Success story: Wisconsin and South Carolina rethinking neighborhood schools

Milwaukee's Neighborhood School Initiative

South Carolina eliminates acreage requirements

Success story:
St. Paul, MN, renovation, revitalization



Before: abandoned building in bad disrepair

SafeRoutes

After: renovated school includes YMCA and daycare center

SafeRoutes

Success story: Cleveland, Ohio, safety programs

Engineering treatments such as:

- New and restored crosswalk markings and signs
- Citywide crosswalk signal and pushbutton installation


MARCH 16, 2015
www.time.com AOL Keyword: TIME
SPECIAL ISSUE
TIME
OBESITY EPIDEMIC STEMMED
Safe Routes to School, Increased Physical Activity Credited With Success

SafeRoutes

Federal Safe Routes to School program

- $612 million to States
- Program Guidance issued January 2006
- Funds infrastructure and non-infrastructure activities
- Requires State SRTS Coordinators

More Information:

FHWA:
http://safety.fhwa.dot.gov/saferoutes/

SafeRoutes

State Programs

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206 S. 17th Ave., MD310B
Phoenix, AZ 85007
(602) 712-8010
Bfellows@azdot.gov

Arizona Safe Routes To School web page:
http://www.azdot.gov/saferoutes

SafeRoutes


ADOT


Safe Routes to School
ARIZONA DEPARTMENT OF TRANSPORTATION

SafeRoutes